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AGAM-P (M) (27 Feb 69) FOR OT UT 684247

7 March 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 58th
Aviation Group (FFM)(PROV), Period Ending 31 October 1968

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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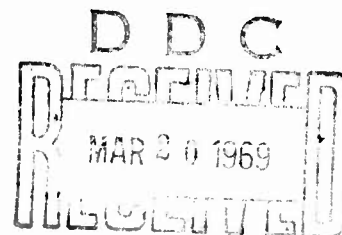
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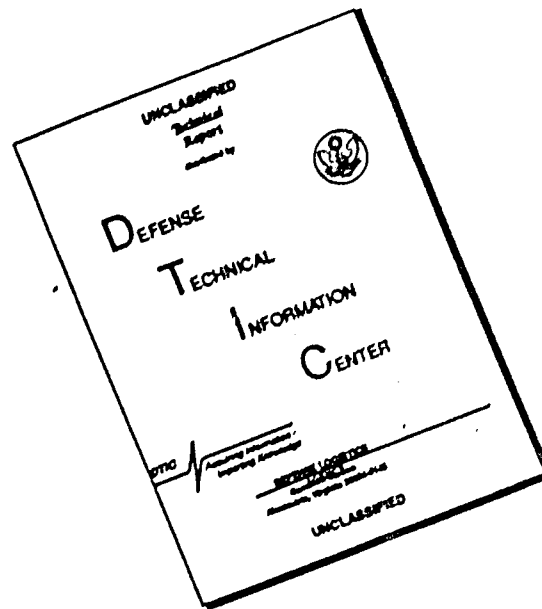
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DEPARTMENT OF THE ARMY
HEADQUARTERS 58th AVIATION GROUP (FFM) (PROV)
APO San Francisco 96384

AVBA-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

SEE DISTRIBUTION

1. Section 1, Operations: Significant Activities.

a. Command.

(1) Colonel Charles C. Walts, Artillery, commanded the 58th Aviation Group (FFM) (PROV) from 1 August 1968 thru 31 October 1968. Current staff members are indicated in Inclosure 1. The group (PROV) organization is at Inclosure 2.

(2) During this reporting period the 58th Aviation Battalion (FFM) was redesignated as the 58th Aviation Group (FFM) (PROV) by 1st Aviation Brigade, General Order 6310 dtd 12 September 1968.

(3) With the increased operations involving Army aviation and aviation of other US Armed Forces in Vietnam there was a proportional increase in Air Traffic Control (ATC) activities throughout the country at Army airfields. Traffic handled at 36 Army controlled airfields totaled 1,600,079 recorded operations. Likewise the Army Flight Following system averaged 5,504 flights a day for a total of 495,426 for the reporting period 1 August - 31 October 1968.

(4) All 35 Aviation Support Detachments have been operational for the first complete reporting period and much experience has been gained by the group, ASD Commanders, and the units they support with air traffic control. On 24 September 1968 the group was invited to give a one hour presentation to the Army Aviation Seminar, sponsored by USARV, on the mission, capabilities and limitations of the Aviation Support Detachments in support of Army Aviation. Full advantage was taken of the opportunity to educate the aviation unit commander on support that can be rendered by the ASD's.

(5) On 26 September 1968 the group staff was invited to attend as a guest of USARV a briefing by the 834th Air Division, USAF, which included its mission, organization and capabilities. The primary purpose of this

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AVBA-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFW)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

briefing was to identify common problem areas of the USAF and Army with respect to air traffic control and airfield facilities. On 15 October 1968, USAFV invited the USAF to attend a similar briefing at which time the group presented a briefing on its mission, organization and capabilities. As a result of this briefing and meeting, two joint committees were formed to study common problems. One committee is to study air traffic control problems and the second to study airfield facilities. Both committees are to identify common problem areas and submit their recommendations to solve these problems during the next reporting period. The group has established close liaison with the 834th Air Division because of common interests and to derive maximum benefits in support of ground forces in the Republic of Vietnam.

b. S-1 (Personnel).

(1) Replacement personnel and losses maintained a tenable balance during this quarter. Present authorized and assigned personnel strengths as of 31 October is:

<u>Authorized</u>	<u>Assigned</u>
Off 60	Off 72
WO 11	WO 11
EM 1317	EM 1339

(2) Morale: The morale of the group continues to be excellent.

(a) Discipline: 0 - Court Martials and 15 - Article 15's.

(b) Reenlistments:

<u>Eligible</u>	<u>Re Ups</u>	<u>% of Re Ups</u>
Aug 42	5	11.9
Sep 27	4	14.3
Oct 26	13	50.0

(c) Mail: Problems which were incurred during last quarter have been eliminated through coordination with local APO's.

(3) Numerous awards and decorations were presented to group personnel. Those awards presented and pending are shown in Inclosure 3.

INCL

AVBA-FF-C

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(FROM) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

15 November 1968

c. S-2 (Intelligence).

(1) During this period the S-2 section was inspected by 1st Aviation Brigade on two occasions, and a overall rating of excellent was received on both inspections.

(2) S-2 has validated 211 clearances within the 58th Aviation Group during the past three months.

d. S-3 (Operations).

(1) Tactical Air Traffic Control Teams were deployed to support combat operations on five occasions during this report period, see Inclosure 6.

(2) Service evaluations of airfields and their facilities continue to be scheduled, but can not be conducted on any regular basis due to limited availability of type of aircraft necessary to accomplish tasks. The following locations were evaluated or checked on dates indicated.

Ban Me Thuot (E)	28 August
Bao Loc	10 September
Ban Me Thuot (E) (Re-check)	12-14 September
Dak To	14-15 September
Kontum	15 September
Phuoc Vinh	17 September
Bao Loc (Re-check)	17 September
Qui Nhon (P&R)	17 September
Phu Hiep	17 September
Quang Ngai	17 September
Duc Pho	17 September
Qui Nhon (ASR)	18 September
Vung Tau	18 September
Phuoc Vinh	22 September
Flight Following Facilities II, III & IV Corps	22 September
Phu Loi	26 September
Lai Khe	28 September
Long Thanh (N)	28 September
Pleiku (Holloway)	3 October
Phan Thiet	7 October
Phu Hiep (Controller Certification)	11 October
Qui Nhon (Re-check)	11 October
Kontum	11 October
Camp Evans	12 October
	22 October

INCL

AVBA-FF-C

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

15 November 1968

Staff assistance team visits were conducted as follows:

Duc Pho	5 October
Phu Hiep	6 October
Kontum	7 October
Camp Eagle	23 October

A total of 67 hours and 40 minutes were flown with a total of 46 hours and 45 minutes contributed toward actual service evaluations and flight checks. A total of 27 facilities were inspected.

(3) Tactical Instrument approach procedures were drawn for the following airfields:

Ban Me Thuot (L)	GCA
Bao Loc	GCA - NDB
Duc Pho	GCA - NDB
Lai Khe	NDB
Loc Ninh	GCA - NDB
Long Xuyen	NDB
Phan Thiet	GCA
Quan Loi	NDB
Song Be	NDB

(4) A Navaid data sheet was prepared and submitted to the An Khe USAF Command and 35 Aviation Support Detachments, Inclosure 4. This information is most useful in maintaining quality control of NDB's and GCA's. When updated it assists in performing service evaluations and flight checks of Army facilities.

(5) The Group Headquarters movement plan and company movement plan have been completed. Individual plans for the 35 Aviation Support Detachments are 75% complete.

(6) On 30 July 1968 the 348th ASD was redeployed from Chu Lai to Ban Me Thuot as a result of an air traffic control survey at the request of the 17th Combat Aviation Group. The redeployment was completed on 23 September 1968.

e. S-3 (Training).

(1) The group is now conducting a four week GCA school at Long Thanh to upgrade new replacements and retrain present controllers in country. The school consists of 42 hours of classroom instruction and 192 hours of actual practical controller work on the TSQ-71 unit.

AFBA-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

(2) Due to the complexity of the 30 KW generator authorized all ASD's, and early indicators that the 52B20 MOS personnel were unfamiliar with this specific generator, the group is now conducting a six day school on operation, maintenance and PLL of this specific item of equipment.

(3) An ASD Commanders' Orientation course POI has been drafted, and approved by 1st Aviation Brigade. Preparation of lesson plans are now under way. The course will be five days in duration with 21 classroom hours and 24 hours of field trips to selected ASD's.

f. S-4 (Logistics).

(1) Equipment and supplies continue to be difficult to obtain. Self Service Supply Center support is poor and many TO&E items remain at zero balance.

(2) Aircraft Status:

<u>Type</u>	<u>Authorized</u>	<u>Required</u>	<u>On Hand</u>
U-6A	1	1	1
U-1A	1	1	1
U-21A	2	2	0
UH-1D	1	1	1

(3) Special USARV authority has been obtained to establish a special maintenance float stockage of 400 cycle, 6000 BTU air conditioners. These will be issued on a direct exchange basis with ASD's and utilized in field expedient applications when appropriate to keep ATC facilities operational. Strict property book accountability will be maintained.

g. Flight Check. Service Evaluations conducted by this section during this reporting period are listed under the S-3 operations.

h. Safety.

(1) ASD Commanders continue to meet resistance on requests for repairs, improvements and upgrading or removal of safety hazards from their airfields. The problem is that it is difficult to define responsibility for engineer support at an airfield. Pacific Architects and Engineers denies this responsibility in most locations. When an engineer effort is finally begun at an airfield, it is apt to be only partially completed before a higher priority project halts the effort, causing more hazards than initially

AVBA-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for period ending 31 October 1968, RCS CSFOR-65 (R1)

existed. This problem may be eliminated through the efforts of the Joint Air Operations Group (Army and Air Force), which is attempting to identify specific agencies and units responsible to provide engineer support to an airfield.

(2) Airfields are not meeting construction criteria outlined in MACV TB 415-2-1. This is due, in part, to the Ground Commander not being aware of the criteria, and lack of terrain in the vicinity of the airfield and the necessity to utilize any existing terrain for other than aviation effort. This hazard can only be resolved at the planning level and it is suggested that MACV reiterate the requirement for compliance with TB 415-2-1 in new construction in the vicinity of the airfield, and that ASD or aviation personnel be included in airfield planning.

(3) Lighting of obstructions in the vicinity of the airfield is a topic of concern. Ground Commanders hesitate to allow obstructions to be lighted due to these lights making excellent aiming stakes for incoming artillery. However, unlighted obstructions pose an unacceptable hazard to aircraft in flight. In that there are many well lighted compounds, it is felt that the opposition of Ground Commanders to the lighting of obstructions is not valid in some cases. A request for guidance in this area has been submitted to higher headquarters.

(4) Lack of airfield runway lighting continues to be a problem. Although runway lighting sets are said to be available in country, they cannot be readily located in the supply system. After obtaining light sets, the problem again arises as to who will install and maintain the system. Pacific Architects and Engineers has been reluctant in most cases to assume the responsibility.

1. Signal (Communications).

(1) The concept of DS and GS maintenance being performed at the ASD's is a sound program in light of the type of equipment composing the AN/FSQ-75 and AN-3 FAN communications towers. A lack of sufficient maintenance technicians capable of maintaining this equipment is evident. The avionics repairmen (MOS 35L) attended an Army school at Fort Gordon, Georgia, followed by an FAN school at Oklahoma City. After their schooling they were shipped to Vietnam and arrived several months before the towers. Prior to their assignment to the 58th Aviation Group many of the men were utilized in jobs outside the electronics field. This downgraded their newly acquired skills. Now these same men are called upon to maintain highly sophisticated equipment with the same skill and sureness as technicians with years of experience. In an attempt to alleviate this problem, all incoming communication personnel are initially routed through the Group Signal Section prior to assignment.

AVBA-FF-C

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

15 November 1968

Records are carefully screened and each individual is given a thorough interview and briefing. Assignment recommendations, made to the Group Personnel Section, are based upon the previous schooling, electrical knowledge and practical experience of the individual repairman. When possible each site is assigned two avionics repairman. An equitable distribution of technical ability is provided each ASD by assigning the stronger and weaker technically qualified personnel together. Highly qualified technical assistance teams have been organized within the Signal Section. They provide back-up, on site maintenance support when necessary. These teams also monitor job performances and provide repairman with on site technical instruction in areas where notable deficiencies exist. In addition to seeking out the finest support available for the equipment peculiar to the AN/FSQ-75 and AW-3 systems, the Signal Section has arranged support for common avionics and ground radios. The 34th General Support Group is responsible for avionics DS and the 1st Logistical Command ground radio support. Other steps taken to achieve satisfactory DS and GS support include:

(a) Maintenance personnel from the various ASD's have attended a PLL school sponsored by Project Counter IV. This school, in most cases provided the technicians with their first knowledge of proper supply procedures. A firm understanding of supply procedures is necessary to maintain a flow of repair parts to the ASD.

(b) A PLL for the ATC sites is being established based upon major "break down" items. This PLL, if properly maintained on site, should greatly aid the DS and GS capabilities of the ASD, resulting in less frequent equipment down time.

(c) A procedure for ordering DS and GS repair parts not available on site has been established in conjunction with the 125th ATC at Bien Hoa. With the establishment of a parts request procedure, a demand has been created for repair parts necessary to maintain operation of ATC equipment. This demand will result in stockage of parts frequently required.

(2) On 15 August 1968, the Signal Section assumed the responsibility for centralized maintenance supervision of the GCA equipment. Equipment downtime on the 13 sets assigned to units of the 58th Aviation Group was alarmingly high. Some sites showed outages in excess of three weeks. Although 11 Gilfillan Contract Civilian personnel and more than sufficient military radar repairmen (MOS 26D) were either on site or available to provide appropriate maintenance repair, status charts continued to reflect an unacceptable availability of GCA radar equipment. Probable causes were determined and noted. Findings showed no one headquarters had sole respon-

AVBA-FF-C

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for period Ending 31 October 1968, RCS CSFOR-65 (R1)

15 November 1968

sibility for coordinating the efforts to assist these units. Maintenance support was hampered by a lack of either on site PLL or an established ASL at DSU's. A lack of test equipment contributed to unsatisfactory maintenance. A lack of centralized control permitted after action reports to be filed without positive corrective action being taken of deficiencies. Regularly scheduled visits and inspections to determine existing and potential problem areas were not being conducted. No standard reporting of equipment outage was established. Technical assistance was being requested without initiating preliminary trouble shooting procedures. Accurate diagnosis of probable trouble areas were not forwarded to units responsible for back-up or on site maintenance support. In addition to lacking a thorough job skill knowledge, the radar repairmen showed a lack of enthusiasm and initiative. Repairmen with radar related MOS's were utilized in place of the 26D's. These men had difficulty learning the system and were further handicapped by a lack of test equipment. Lack of supervision and training, on site, radar maintenance men placed a continuing requirement on outside maintenance assistance. Civilian technical assistance teams were not geographically placed where available transportation would assure a comparatively fast reaction capability. Their inability to move rapidly about the country coupled with the lack of test equipment and PLL on site was a major contributing factor to an apparent inability to improve the excessively high down time status. When the Signal Section assumed responsibility for supervision of the GCA maintenance, immediate attention was given to isolating probable cause factors for excessive equipment down time. It was determined that the following action should be taken:

- (a) Establish PLL and ASL.
- (b) Develop a functional SOP.
- (c) Implement regular daily maintenance procedures.
- (d) Establish channels for maintenance and supply support.
- (e) Increase GCA maintenance and PLL school enrollment quotas.
- (f) Establish direct support maintenance channels for air conditioners and generators.
- (g) Establish accurate and timely management and control procedures.

AVBA-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (RL)

- (h) Coordinate transportation for technical assistance teams.
- (i) Establish coordination with the 34th General Support Groups and ITT Gilfillan representatives.

Signal Section representatives visited GCA sites and initiated the proposed new policy. Immediate action was taken to alleviate known and correctable deficient areas. Newly arrived personnel were sent to the GCA maintenance school at Vung Tau. A PLL was written by the Signal Section and subsequent ASIs was established by the 34th GS Group. Upon completion they distributed the PLL and briefed on site radar repairmen on the procedures for establishing and maintaining a PLL. Direct Support Unit responsibility for each of the radar installations was established by the 34th Group.

(3) On September 1968, representatives from USAFV, 34th Group, ITT Gilfillan and the 58th Aviation Group met at Vung Tau to discuss the current progress of the revised GCA program. Major topics of discussion included:

- (a) GCA maintenance school.
- (b) Relocation of civilian contract personnel.
- (c) Revised seven day week work schedule.
- (d) Evaluation of maintenance personnel.
- (e) Transportation of personnel and equipment.

Representatives agreed that the GCA maintenance school would continue to be operated in Vung Tau by the 34th Group. ITT Gilfillan and the 58th Aviation Group would provide instructor personnel. Greater emphasis would be placed on actual individual maintenance of the equipment. ITT Gilfillan personnel were reassigned to key locations affording fast reaction time to GCA sites. Civilian contract personnel would observe and evaluate the maintenance capability for each of the on site GCA repairman (MOS 26D). Transportation problems were discussed with the Air Force ALCE and satisfactorily resolved. The availability of GCA radar has shown a continual increase. Close supervision of each aspect of the program must continue until such time as reliable on site maintenance can be assured. Many of the newly incorporated changes will take months to achieve.

j. Headquarters Commandant. None

AV3A-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (WV)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

2. Section 2, Lessons Learned: Commanders Observations, Evaluations and Recommendations.

a. S-1 (Personnel and Administration).

(1) Administrative Support

(a) OBSERVATION. Administrative support to the Aviation Support Detachments from supporting units remains minimal and undefined in several areas.

(b) EVALUATION. The degree of administrative support provided by units which the aviation Support Detachments support varies from one location to another. This variation is caused by local interpretation of attachment instructions, resources, capabilities, attitude, etc. of the supported unit. This headquarters was not intended to handle the massive administrative workload of 35 Aviation Support Detachments and four companies. This can easily be seen by the MTOE authorization which does not allow for an Administrative Section. Problems have also arisen because of required operational moves of supported units. Considerable amounts of correspondence and reference material have been lost during and as a result of such transitions. Administrative reporting channels are somewhat undefined in many areas and double reporting has often occurred. Enormous amounts of inquiry type correspondence are received by this headquarters from higher headquarters which were actually initiated, submitted and processed by the supported unit. The most common examples of this type of correspondence have been inquiries to claims and accident reports.

(c) RECOMMENDATIONS. That an LOI be prepared delineating responsibilities and explaining the relationships of the ASD, the unit supported, and further explaining the relationship, capabilities, resources and purpose of the 58th Aviation Group in reference to both the ASD and the unit supported. It would also list what support is expected of the supported unit. It would be necessary for USARV to indorse this LOI so that it would be directive in nature and provide the desired results. It is also recommended that the S-1 of this headquarters process the administrative workload within its area of responsibility for all ASDs. The only S-1 area of support to be provided by the supported unit would be maintenance of finance records. This would allow for responsibility to be easily and readily fixed and defined. It would simplify and eliminate the need of "over coordination". In order for this headquarters, however, to perform in this capacity it is necessary that this headquarters obtain an adequate MTOE under which it can operate. The present authorization is far from adequate and lacks not only sufficient personnel but also the necessary

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AVM-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (F4G)
(PROV) for Period Ending 31 October 1968, RCS CSFO-65 (R1)

b. S-3 (Operations).

(1) Aircraft.

(a) OBSERVATION. The 58th Aviation Group has received all its authorized aircraft with exception of 2 U-21A's.

(b) EVALUATION. The 1st Aviation Brigade has assisted within its capabilities in making this type aircraft available when possible. The need for the U-21A is due to wide dispersion of ASDs throughout the entire country and the approach speed required to certify controllers for high performance aircraft.

(c) RECOMMENDATIONS. That the authorized U-21A be issued 58th Aviation Group.

c. S-3 (Training).

(1) Personnel assigned to Flight Check sections.

(a) OBSERVATION. There are very few Army aviators and enlisted men with training and experience to evaluate air traffic control facilities.

(b) EVALUATION. The US Army is rapidly developing more air traffic control systems and facilities. These systems are dependent upon input that is technically accurate. Concepts developed now will provide a basis for future ATC facilities and systems. The flight check section of this command has a unique mission of conducting flight inspections and service evaluations. It is assumed that other commands will have this task in the near future.

(c) RECOMMENDATION. That aviator and enlisted personnel selected for duty to flight check ATC facilities and perform service evaluations should be trained to have a minimum of the following pre-requisite qualifications:

OFFICER

1. Fixed wing flight examiner.

2. Completed all of the following:

(a) FAA Flight Inspection Pilot Indoctrination course S-FI-203.

(b) Terminal Instrument Procedures School (TIRP's), FAA or military.

(c) Air traffic controller or ATC Supervisors Course, FAA or military.

AVIA-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (AFV)
(PACV) for Period Ending 31 October 1968, RCS CSFOR-65 (21)

3. Be dual rated.

ENLISTED MEN

1. Be a qualified Air Traffic Controller.
2. Hold a current FAA Senior control tower operator rating.
3. Be a qualified GCA operator and have held an IFR facility rating, military or civilian or an IFR approach controller rating.
4. Completed a Terminal Instrument approach procedures course, (TERP's), FAA or military.
5. Pass a class II physical for flight status.

(2) GCA personnel

(a) OBSERVATION. School trained GCA controllers are not technically capable of initial installation of radar facilities.

(b) EVALUATION. The flight check section has performed 27 service evaluations this quarter of various airfields throughout RVN. It has been learned through discussions with many controllers that their schooling does not train them to "install" the radar system, only to operate it. The new controller cannot comprehend and apply a written procedure to safe use because of lack of understanding of obstruction clearance criteria.

(c) RECOMMENDATION. That the schooling for GCA operators include a block of instruction on installation of the TPN 8 or 18. This block should include as a minimum; locating of reflectors, RPL, connection of cabling, physical alignment, operation of power generators/converters and preventative maintenance procedure. The POI should present a block of instruction on TERP's to include a practical exercise in drawing an approach for NDB, PAR and ASR.

(3) Controller facility ratings

(a) OBSERVATION. GCA controllers must meet the requirements stated in USARV Reg 95-4, Appendix V to obtain and maintain a facility rating. Maintaining the ratings is difficult at most sites due to lack of approaches being conducted by aviators.

(b) EVALUATION. A survey for the last two months of Kontum, Dak To, and Phu Hiep shows an average of 54 GCA's being conducted per month. This is less than 2 per day. To support controller proficiency at least 10%

AVBL-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (TFM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

of landing traffic should be ground controlled approaches. Effort has been made by the ASD Commanders to increase aviation unit commanders' and aviators' interest in this problem. Once the controller loses his facility rating due to lack of approaches, he must be re-evaluated to regain his original status.

(c) RECOMMENDATION. That aviation unit commanders with GCA facilities direct their aviators to execute GCA approaches. An example follows: Suppose there are 4 aviation companies on an airfield with a GCA. To maintain controller facility ratings a minimum of 140 approaches would have to be conducted per month. This would be 35 approaches per aviation unit or about one per aviator per month.

d. S-2 (Intelligence).

None

e. S-4 (Logistics).

(1) DSU Support

(a) OBSERVATION. Many ASD commanders are failing to submit equipment density lists and PLL's to supporting DSU's. Additionally, many ASD's are found to be operating without any established PLL.

(b) EVALUATION. The ASD is not staffed to perform basic supply functions and must depend on limited technical assistance from this headquarters and maximum support from the unit to which attached.

(c) RECOMMENDATIONS. That continuing emphasis be placed on local support by DSU's and PLL management. Revision of MTOE 1-87G is necessary to add supply personnel. Liaison and assistance visits to ASD's should continue to assist the ASD commander.

(2) Addition to MTOE - Theodolite

(a) OBSERVATION. Army GCA equipment in RVN has been flight checked by both USAF and Army aircraft and the glide slope angle is often outside required tolerances.

(b) EVALUATION. A theodolite is the best means of determining the accurate glide path angles required by TM 11-2557-25. It is also used to survey runways and terrain surrounding airfields and therefore becomes an essential instrument for developing approach procedures. The flight check section is not authorized a theodolite by TOE.

AVBA-FF-C

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

15 November 1968

(c) **RECOMMENDATION.** That a special letter of authorization be given the P30 of this command to obtain a theodolite.

f. S-3 (Organization).

None

g. S-1 (Information).

None

h. Signal (Communications).

(1) **Inexperienced Avionics Repairmen**

(a) **OBSERVATION.** Avionics repairmen (35L20), designated to provide on-site DS and GS level maintenance, should have a thorough knowledge of avionic repair and associated supply procedures.

(b) **EVALUATION.** Twenty airfields in Vietnam are equipped with either the AN/PSQ-75 or the AW-3 FAA tower (see Inclosure 5). Personnel maintaining this equipment are expected to provide on-site direct support and limited general support maintenance. Maintenance shelters, test equipment, and necessary repair parts are available for this level of maintenance. Component radio equipment utilized in these towers requires maintenance by highly skilled maintenance personnel. Presently these sites are manned by personnel with 24 weeks of electronics schooling, part of which was conducted at the FAA Center. In most cases these repairmen lack the degree of experience needed to maintain the highly sophisticated equipment without direct assistance from outside avionics supervisory personnel. The majority of these men are recent school graduates and have had little or no practical experience. On-site supervised OJT is difficult to provide. The avionics repairman is also required to establish and maintain an up-to-date PLL. Personnel inexperience has proven to be one of the major contributing factors to equipment down-time. If the Army expects to provide professional avionics DS and GS maintenance support at on-site locations, retention of qualified maintenance personnel in the service is mandatory. An individual, no matter how highly motivated, cannot be expected to perform at the same proficiency level as a man with eight or ten years experience in the field.

(c) **RECOMMENDATIONS.** A study should be made to bring the avionics repairman's grade level and technical experience in line with the degree of sophistication of the equipment to be maintained.

AV3A-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FVH)
(PRCV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

(2) Frequency Allocations

(a) OBSERVATION. Tighter control on the distribution and utilization of all frequencies is required.

(b) EVALUATION. Over the past several years HF, UHF, VHF and FM frequencies have been distributed by major commands through channels to subordinate units. Accurate, up-to-date records have not been maintained on the utilization status of each frequency. Major commands, now responsible for the allocation of various frequencies, cannot assure a newly assigned frequency will be usable within a given area. Failure of some subordinate units to properly turn back those frequencies no longer required has greatly limited the availability of usable frequencies. Some units are using unauthorized frequencies while other units are utilizing frequencies for other than their originally intended purpose. Misuse of frequencies is evident at airfields where assigned ground control frequencies are being used for either tower approach or GCA transmissions. Misuse or total disregard for frequency discipline is causing major operational and administrative problems.

(c) RECOMMENDATIONS. MACV and Field Forces should clear and assign ATC frequencies for utilization within units of the 58th Aviation Group. To insure tighter management control all frequency requests and allocations for subordinate 58th Aviation Group units should be processed through the Group Signal Office.

(3) Radio Frequency Utilization

(a) OBSERVATION. Military aircraft equipped with the AN/ARC-44 radio are limiting the range and number of FM frequencies available for airfield utilization.

(b) EVALUATION. A limited number of military aircraft are still equipped with the AN/ARC-44 radio. This set has a usable frequency range of 24.00 Mhz through 51.9 Mhz with a 100 Khz increment spread. The remaining aircraft in Vietnam have been retrofitted with the new series of radios which include the AN/ARC-54 and the AN/ARC-131. The AN/ARC-54 covers a range from 30.00 Mhz while the AN/ARC-131 continues to 75.95 Mhz. Each of these radios operates on a 50 Khz increment spread. Until such time as all aircraft within Vietnam are retrofitted with the new series radio, frequency allocations for airfields must remain within this range.

(c) RECOMMENDATIONS. Appropriate command emphasis should be given to expediting the current ZYR program.

AV3A-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FVH)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

(4) Beacon Downtime

(a) OBSERVATION. Radio Beacon AN/TRN-25 downtime has been and is continuing to remain a problem.

(b) EVALUATION. Only a relatively small percentage of the AN/TRN-25 beacons are operational. The portable, lightweight AN/TRN-25 tactical beacon was designed for operational periods of short duration. In Vietnam, this beacon is frequently operated beyond its intended capability. Dust and extreme climatic conditions have been major contributing factors to the abnormally high equipment failure rate. The AN/TRN-25 is presently undergoing a fifth modification which includes the installation of a brushless motor and a chassis extension. Newly modified beacons have already experienced further outages. There is no evidence at this time that the new modification is a possible cause in the latest failures.

(c) RECOMMENDATIONS. AN/TRN-25's, programmed for use as permanent beacon installations, should be mounted in an air conditioned shelter similar to that housing the AN/GRN-6 beacon. Special arrangements should be made to repair the large number of AN/TRN-25's presently on a dead-line status. R & D could attempt to provide a lightweight beacon capable of sustained operations in environments similar to that of SE Asia.

(5) Signal Communications

(a) OBSERVATION. During the past months, the knowledge and ability of the on-site maintenance technicians for the AN/FSQ-75 and AN-3 ATC systems has greatly improved. However, the advances made in this area seem to be temporary because of FAA trained personnel finishing their tours. The loss of these technicians creates a situation similar to when the FAA packages arrived in-country; a lack of qualified and experienced technicians.

(b) EVALUATION. Frequent inspection and technical assistance visits to the ASDs by 58th Aviation Group and FAA personnel have revealed that proper maintenance is not being performed. A lack of direct supervision and initiative on the part of maintenance technicians exists. To relieve this problem the Signal Section has:

(1) Written a SOP which affords the technician a guideline for maintenance. The SOP points out a minimum level of maintenance and will provide weaker technicians step-by-step instructions for maintenance and attain acceptable standards.

(2) Initiated standardized maintenance forms to accompany the SOP. These forms will provide inspection teams an aid in determining whether

AVBA-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

maintenance is being performed. The forms will also benefit technicians by showing any deterioration trends of normal equipment functions.

(3) Instructed ASDs to report any equipment breakdown on a daily basis using the established 58th Group high frequency net. Requests for technical assistance and repair parts not available on-site are also reported over the net. This enables the 58th Aviation Group to assist the ASD immediately.

(4) Rectified a lack of adequate test equipment at the tower sites. This problem was solved by the arrival and distribution of twelve sets of test equipment. The distribution was based on the location of the ASD and availability of equipment outside the 58th Aviation Group. Further test equipment shipments are expected in short time to provide all ASDs with the necessary tools to perform higher level maintenance.

(c) RECOMMENDATIONS. During the past months of operation, the most pronounced failure of the maintenance concept has been that personnel trained as technicians lack the knowledge and experience to perform the duties expected of them. Only technicians with exceptional initiative have met this difficult task and succeeded. Future technicians should be trained more extensively, or military personnel with experience and proven skills should be trained on the equipment peculiar to the AN/FSQ-75 and assigned to ASDs using that system.

(6) GCA Alignments

(a) OBSERVATION. Many sites have maintenance men who cannot apply adequate techniques to the alignment on GCA radar sets.

(b) EVALUATION. These men have received the theory but cannot overcome the lack of experience and test equipment in time to be of maximum use during their tour in Vietnam.

(c) RECOMMENDATIONS. Field Service Representatives could go to the sites, without touching the equipment, and guide the maintenance man through these alignments. The FSRs could show the maintenance man how to make the most use of available test equipment.

(7) 1st and 2nd Echelon Maintenance (PM)

(a) OBSERVATION. Very few sites have performed continuous PM on GCA equipment.

AVBA-FF-C

15 November 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

(b) EVALUATION. There are two factors allowing PM to remain undone. First is inexperience of maintenance personnel. The second factor is lack of initiative on the part of unit supervisors.

(c) RECOMMENDATIONS. A series of prescheduled technical inspections should be done. The results of these inspections would be given to the unit commanders for their action.

(8) Air Conditioners

(a) OBSERVATION. Too many GCA radar sets become totally or partially inoperative due to lack of air conditioning.

(b) EVALUATION. When a site has an air conditioning unit fail, there is no clear cut channel to a support facility for parts, technical assistance, or complete exchange of equipment.

(c) RECOMMENDATIONS. Direct Support Units should be assigned maintenance responsibility for specific ASD units. ASD Commanders should be given necessary guidance on the correct procedures to follow in obtaining DS for ground items of equipment.

i. The 58th Aviation Group (FFM) (PROV) has achieved its initial organizational objectives and is becoming progressively more effective in the air traffic control functions for which it is responsible. However, substantial refinement in internal administration, operation and procedures is required. In addition, both the scale and quality of air traffic control services and support potentially available from currently authorized resources can be materially expanded. Emphasis is being placed on realizing these improvements required in these two areas. As the group accomplishes these improvements and progresses toward maturity, emphasis will be focussed on developing and proving new concepts, procedures and techniques in the air traffic regulatory field as well as in the general field of aeronautical services, with the objective of increasing the effectiveness of Army aviation as a whole.

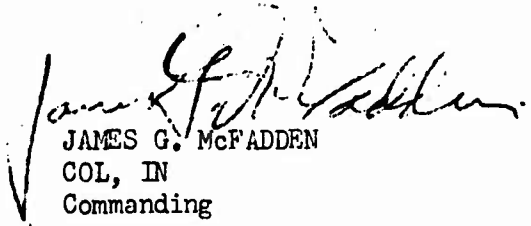
7 Incl

5 ss

~~6. ORLL 125th AT Co~~

~~7. ORLL 16th Sig Co~~

Incl 1, 3-7 wd Hq DA


JAMES G. McFADDEN
COL, IN
Commanding

AVBA-C (15 Nov 68) 1st Ind

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FM)(Prov)
for the Period Ending 31 October 1968, RCS CSFOR-65 (R1)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 6 DEC 1968

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DA,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GROP-OT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. This headquarters has reviewed this report, considers it to be adequate,
and concurs with the contents.

2. The following additional comments are considered pertinent:

a. Paragraph 1f(1), page 5. This headquarters has implemented the
1st Log Command's Commander's Critical Item List (CCIL) report which is
designed to help solve this type problem.

b. Paragraph 1h(4), page 6. USAIC V records indicate that in country
stocks of tactical airfield lighting sets are at a zero balance. 72 tactical
airfield lighting sets are on order from the States. Estimated date of
delivery is October 1969. Permanent lighting under MCA funding cannot be
justified because of insufficient night operations. Permanent lighting is
expensive (\$30 per foot of runway) therefore justification must be extremely
detailed.

c. Paragraph 1h(2), page 6. The problem extends even further. In
many instances the ASD Commander and/or Airfield Commander do not know the
criteria. In many instances where construction criteria is most frequently
violated, the Installation Commander is an aviator. Coordination between
the ASD Commander and the Installation Commander would insure aviator re-
presentation on the Base Development Board.

d. Paragraph 2a, page 10. Concur with the requirement for an LOI to
be published delineating the responsibilities and relationships of the ASD
and the unit supported. The 58th Aviation Group (FM)(Prov) will be tasked
to draft the LOI and forward it through this headquarters to USARPAC for final
approval and publication. USARPAC must implement the LOI since the ASDs support
non-1st Aviation Brigade units to include 1st Logistical Command and divisional
units.

e. Paragraph 2b(1), page 11. DA Fifth USARPAC Aircraft Closed Loop
Support Conference, October 1968, does indicate 2 U-21's authorized for the
58th Aviation Group (FM)(Prov), and that they would be delivered by
1 January 1969. However, USARPAC AVE-LOG states that at this time they have
no information or projected arrival dates for any U-21 aircraft. When air-
craft arrive they will be delivered according to priorities established
by USARPAC Aviation Officer.

AVRA-C

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FM)(Prov)
for the Period Ending 31 October 1968, ICS CSFOR-65 (RI)

6 DEC 1968

f. Paragraph 2c(1), page 11. A letter from the 58th Aviation Group (FM)(Prov) was indorsed by this headquarters to USARV requesting coordination for special ATC training for Flight Check Section personnel prior to their arrival in RVN.

g. Paragraph 2c(3), page 12. This headquarters has notified all major subordinate commands of the importance of practice GCA runs in maintaining GCA controller qualification and proficiency. Commanders, at those airfields where GCA facilities are available, were directed to have aviators, when time and mission permits, to request a practice GCA approach prior to flight termination.

h. Paragraph 2e, page 13. Concur that a theodolite is required by the 58th Aviation Group (FM)(Prov) to determine accurate glide path angles. However, a special letter of authorization is not considered appropriate action to obtain the theodolite. The 58th Aviation Group (FM)(Prov) has been directed by this headquarters to submit a request for a theodolite on a 180 day loan to be followed up by an MTOE action. The 58th Aviation Group (FM)(Prov) currently has a theodolite on hand receipt from the USAF.

FOR THE COMMANDER:



LEE S. PETERSON
1LT, AGC
ASST ADJ GEN

AVHGC-DST (15 Nov 68) 2d Ind

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1968 from Headquarters, 58th Aviation Group (FFM)(PROV).

2. Comments follow:

a. Reference item concerning administrative support, page 10, paragraph 2a(1) and 1st Indorsement, paragraph 2d. Concur with the 1st Indorsement, paragraph 2d. The 58th Aviation Group has been notified to submit a recommended change IAW provisions of USARV Cir 310-44, dated 31 May 1968 if their present MTOE is not considered adequate.

b. Reference item concerning GCA personnel, page 12, paragraph 2c(2). Concur. This training has been programmed for inclusion in the USAAVNS POI. Instruction in TERP's should be limited to a general understanding of criteria that effect the preparation of NDB, PAR, and ASR approaches.

c. Reference item concerning inexperienced avionics repairmen, page 14, paragraph 2h(1). Nonconcur. On-the-job experience cannot be provided in service schools. It is the responsibility of the individual unit commander to supervise recent service school graduates and assign them where adequate supervision is available until their experience level is appropriate to permit assignment to more responsible duties.

d. Reference item concerning frequency allocation, page 15, paragraph 2h(2). Concur in the recommendation. MACV, Field Forces, and 3d MAF clear and assign frequencies for specific airfield use. Procedures are contained in the current USARV Cir CEOI and 1st Aviation Brigade SSI. This headquarters will make recommendations for better frequency management to the 1st Aviation Brigade and the 58th Aviation Group by separate correspondence.

e. Reference item concerning radio frequency utilization, page 15, paragraph 2h(3). Concur. The elimination of the AN/ARC-44 radio from the USARV inventory will be realized in the near future by completion of the ZYR retrofit program. The recent arrival of U-1A and U-6A ZYR retrofit kits will allow removal of the remaining AN/ARC-44 radios now in service.

AVHGC-DST (15 Nov 68) 2d Ind

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)
(PROV) for Period Ending 31 October 1968, PCS CSFOR-65 (R1)

f. Reference item concerning beacon down time, page 16, paragraph 2h(4). Concur. The AN/TRN-25 low frequency beacon has been plagued with major problems since its deployment to RVN. A number of MWO actions together with other suggested improvements have failed to convert this beacon into a satisfactory navigational aid. Future utilization of this equipment will be limited to temporary tactical use or a back-up for the more reliable AN/GRN-6 system. An ENSURE requirement was submitted by USARV for a new low frequency beacon to replace existing equipment and validated by DA on 23 November 1968.

g. Reference item concerning GCA alignments, page 17, paragraph 2h(6). Concur. Maintenance support for all ATC equipment including the AN/TPN-18 GCA radar sets demands that an "on-site" maintenance concept be used. Recent deployment of all sixteen ITT Gilfillan PSR's to the various GCA sites will provide responsive maintenance support and adequate training of enlisted personnel. A refined PLL listing has been provided all Aviation Support Detachments in an attempt to reduce down time of these systems. Test equipment shortages have been filled as the equipment becomes available.

FOR THE COMMANDER:



W. C. ARNTZ
CPT, AGC
Assistant Adjutant General

Cy furn:
HQ 1st Avn Bde
HQ 58th Avn Gp (FFM)(PROV)

GPOP-DT (15 Nov 68) 3d Ind

SUBJECT: Operational Report of HQ, 58th Avn Gp (FFM)(PROV) for Period
Ending 31 October 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 14 FEB 1969

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

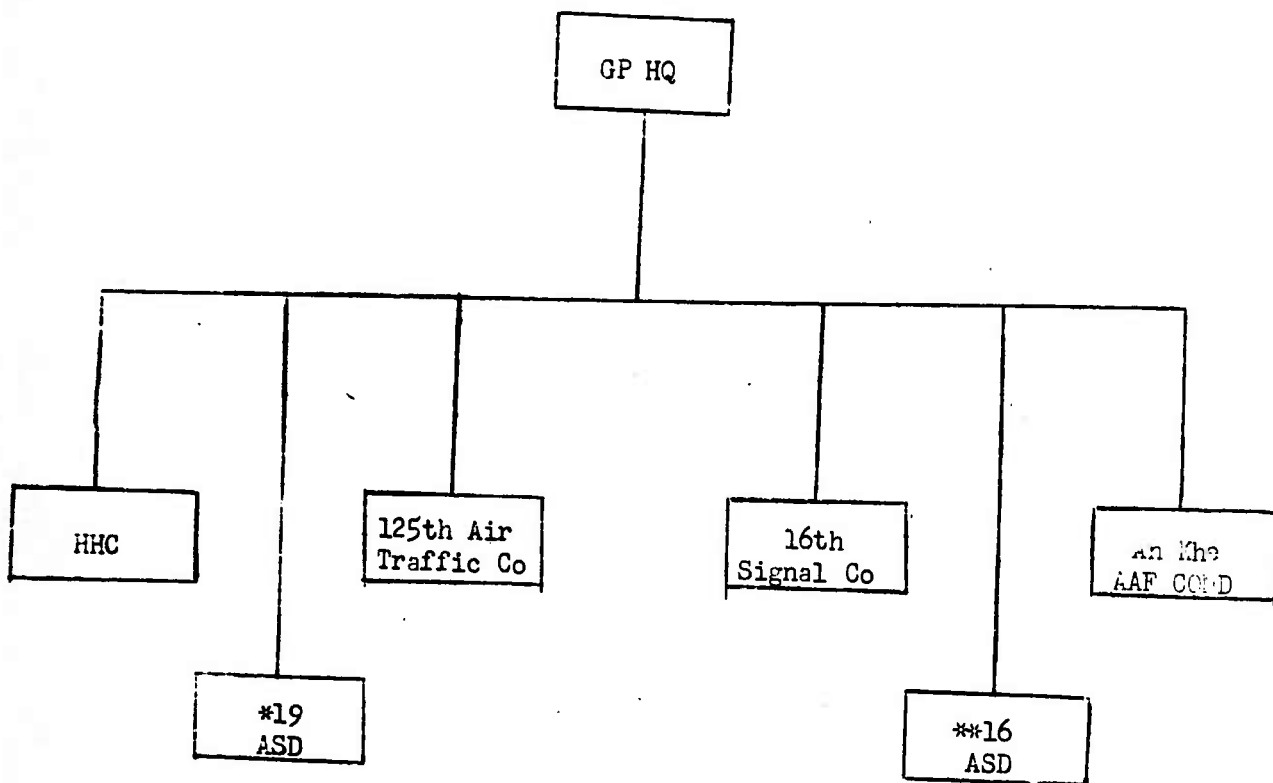

G. E. HOLEYFIELD
MAJ. AGC
Asst AG

DEPARTMENT OF THE ARMY
HEADQUARTERS 58th AVIATION GROUP (FFM)(PROV)
APO San Francisco 96384

AVBA-FF-C

14 November 1968

SUBJECT: Organization of 58th Aviation Group (FFM)(PROV)



* "A" Teams
** "B" Teams

Inclosure 2

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